

FLV 163

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. Name

Order of the Labor Red Banner 2nd State Bearing Factory (Ordена Трудового Красного Знамени 2^{ой} Государственный Подшипниковый завод).

2. Location

The main entrance to the factory is 45 Shabolovskaya Ulitsa and the other entrance is at 9 Konnyy Pereulok. In Konnyy Pereulok and Drovynoy Ploshchad there are three communal dwellings, two houses for married personnel, and garages belonging to the factory.

3. Communications

The factory is served by a branch line from the Moscow Paveletskaya Freight Station and also by a stop on a branch line from Kanatchikovo Station on the Moscow Ring Railway. This branch line crosses the Donskiye Pereulki.¹

4. Control

Prior to March 1953 the factory belonged to the Ministry of Automobile and Tractor Industry and was directly subordinate to the Chief Directorate of the Bearings Industry of the Ministry. At the present time the factory belongs to the Ministry of Machine Building.

5. History

This is the oldest factory in the USSR belonging to the Bearings Industry. The Swedish SKF Company, by agreement with the Soviet Government, founded this factory several years after the revolution. During the first year of its existence the factory employed about 500 workers and about 900 in 1931, which was the year the agreement with the Swedish company was terminated. During its early years the factory produced about 80,000 bearings per annum and in 1930 about 120,000.

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6. In 1931 the Soviet Government bought the company from the Swedish company and started to rebuild it. During 1931 the output rose to about 800,000 ball bearings and in 1932 to about 1,900,000 bearings. The rebuilding was completed in 1934. The planned output of 3,000,000 bearings per annum was exceeded in 1936 and the output increased annually until the beginning of the war. In 1940 the factory produced about 4,600,000 ball bearings.
7. During the war in the autumn of 1941 the greater part of the factory was evacuated to Kuybyshev and formed the 9th State Bearing Factory (9 GPZ). The remaining part of the factory received new workers and new equipment and in 1942 started producing bearings for tanks and for the aviation industry. Until 1945 it produced about 90 types and sizes (tiporazmer) of ball bearings for the war industry.
8. After the war the factory received a small quantity of new equipment consisting of about 150 machine tools and aggregates. In 1945 the factory started producing ball bearings for peacetime requirements for the automobile, agricultural, electrical, oil, and other industries and, in addition, carried out other work such as the production of pneumatic drills (otboynyy molotok) for the Donets Coal Basin (Donbas) Mines, unions (mufta) for gas pipe lines, spare parts for agricultural machinery, etc.
9. In 1947 rebuilding with a view to increased production was begun. Because of the comparatively small area occupied by the factory site, it was not possible to build new industrial buildings for this purpose. Reconstruction continued over a period of four years. Many machine tools were modernized and all were switched over to individual drive. Automatic turning machines with four and six spindles ("Conomatics", "New Britain", "Schutte", etc.) were modernized to increase the cutting speed. Bronze bearings on single spindle automatic machines were replaced by radial thrust bearings (radialno-upornyy podshipnik). Many machine tools with individual drive were fitted with more powerful electric motors. The semi-automatic "Acme" machines were completely modernized. A large number of new devices and tools were made for speeding up various operations on machine tools and automatic machines. The production of races (koltso) and balls (sharik) was improved, a number of processes were mechanized, particularly in connection with grinding, and stamping methods were modernized. In the Grinding Shop, Automatic Turning Shop, and Assembly Shop continuous line production was introduced. In most of the shops the positions of the machine tools were rearranged with a view to making additional room for installing new machine tools.

10. Type of Production

The plant produces medium and small-sized bearings of various types, in addition to high precision bearings for high speeds. Roller bearings are not produced in the factory. The following bearings are produced:

- a. Single-row radial ball bearings (radialnyy sharikopodshipnik odnoryadny) of various series.
- b. Spherical radial bearings (radialnyy sfericheskiy podshipnik) of light and medium series.
- c. Radial thrust bearings, single row and duplex (radialno-upornyy podshipnik, odnoryadnyy i sdvynnyy "dupleks").
- d. Magnetic radial thrust bearings (series "6000") with detachable outside race (radialno-upornyy magnitnyy podshipnik (serii "6000") so semnym naruzhnym koltsom).
- e. Double-row radial thrust bearings (radialno-upornyy dvukhryadnyy podshipnik).
- f. Single, double, double-row, and spherical thrust ball bearings (upornyy sharikopodshipnik--ordinarnyy, dvoynoy, dvukhryadnyy, sfericheskiy).

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11. Output

The annual output of bearings between 1945-1952 is given below in round figures:

| | | |
|------|---|-----------------|
| 1945 | - | about 2,800,000 |
| 1946 | - | " 3,900,000 |
| 1947 | - | " 4,400,000 |
| 1948 | - | " 5,100,000 |
| 1949 | - | " 5,900,000 |
| 1950 | - | " 6,600,000 |
| 1951 | - | " 7,800,000 |
| 1952 | - | " 8,300,000 |

12. Personnel


The director is Bakhvalov. During the second half of the war he replaced Lebedinov, who had been director since the beginning of the war.

| | |
|--|------------|
| Chief engineer | - Koptsov |
| Chief metallurgist | - Malyshev |
| Chief technologist | - Melnikov |
| Acting chief designer | - Sukhanov |
| Head of the Technical Central Section | - Polyakov |

The factory employs 4,000 workers in three shifts.

13. Shops

Automatic Turning Shop (Avtomatno-Tokarnyy Tsekh)
 Ball Shop (Sharikovyy Tsekh)
 Grinding Shop (Shlifovalnyy Tsekh)
 Bearing Retainer Shop (Separatorny Tsekh)
 Ball Bearing Shop (Tsekh Sharikovykh Podshipnikov)
 Assembly Shop (Sborochnyy Tsekh)
 Forge (Kuznechnyy Tsekh)
 Tool Shop (Instrumentalnyy Tsekh)
 Thermic Shop (Termicheskiy Tsekh)
 Machine Shop (Mekhanicheskiy Tsekh)
 Machine Repair Shop (Ramontno-Mekhanicheskiy Tsekh)
 Electrical Shop (Elektrotsekh)
 Transport Shop (Transportnyy Tsekh)
 Salvage Shop (Tsekh Shirпотреба)
 Central Laboratory (Tsentralnaya Laboratoriya). Built in 1945.

 Comment. Donskiye Pereulki is plural. There are several streets called Donskoy Pereulok in this area. They are known as 1st Donskoy Pereulok, 2nd Donskoy Pereulok, 3rd Donskoy Pereulok, etc.

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